

MEMOS. FOR TO-MORROW

A Fine Old Tom, White Cap-
 sule 4.50 c.
 B Fine Unsweetened, White
 Capsule 4.50 c.
 O Fine A. V. H. Geneva 5.25 c.
TRUUM
 Finest Old Jamaica, Violet
 Capsule 12 1/2
 C Goodward Island \$1.50 per Gallon
LIQUEURS
 Benedictine Maraschino
 Curacao Hearing's Cherry Cord
 Chartreuse Dr. Siegel's Angostura
 Bitters, &c.
 2286
 The publication of this issue commences
 at 7.55 p.m.

country, nor to enquire whether the capital at their disposal was sufficient for the work they had undertaken. The result was that land was taken up in a haphazard sort of way, and some if not all of the companies commenced work pretty heavily, handicapped, having paid or bargained away a large part of their capital in the purchase of the estate from astute and fortunate original concessionaires. We are not in a position to say how work was carried on at the centre of operation, as the shareholders here have hitherto been content with managers' Reports, which do not throw much light on the subject but we cannot help thinking that a great deal of money was needlessly thrown away. An owner who is a thousand miles away from his property ought to have thoroughly reliable and capable servants in charge, otherwise his property will soon go to ruin. We have no authoritative information that the six Hongkong companies were not well served, although we have heard many statements throwing doubt on the efficiency of the service. It is no doubt difficult to get good men of experience in pioneer planting, work, and it is well known that inexperienced work is very costly. But the real cause of the collapse or partial collapse in British North Borneo lies in the constitution of the companies. The five or six companies struggling at different points with big properties and little capital never could make headway. A great deal has been said about the labour difficulties being the cause of the reverse, but we are inclined to think that those difficulties have been in a great measure created by the companies themselves and were the inevitable result of the want of concentration, inadequacy of capital, and, we are afraid, inefficiency of management.

It would indeed be a great pity if the capital sunk in British North Borneo were abandoned as lost. Unless all the reports that have been made about the country from lying documents, which we do not believe and which tangible, definite results disprove, there ought to be a good return for money invested. The shareholders of the companies in Hongkong were told that they might expect to meet reverses for a year or two, but in spite of the warnings they made no preparations. They rather courted the disaster that has befallen them. What now is to be done to save what remains and if possible retrieve the losses of the past? A scheme has been proposed for the amalgamation of three of the companies under the protection and with the financial aid of London capitalists. The proposal is a good one, but the scandalous orise in London, and the want of confidence there, at this moment, in distant ventures, renders its realisation difficult and doubtful. If negotiations are continued, it is to be hoped the agents will profit by the experience of the Funtio Company and avoid indefinite, dubious contracts by which the London supporters can conveniently back out if first results do not meet their anticipations. But it is not possible to find salvation even in Hongkong. A large amount of money has been lost by Hongkong speculators, and the Colony is no doubt so much the poorer thereby. Much of the money has gone to the Malay Peninsula, Tonkin and North Borneo, from which no returns have yet come. Probably, too, some speculators who made happy hits in the period of inflation have gone with their cash to other fields of usefulness; but making due allowance for all this, and deducting what are purely paper losses, it will, we think, be found that the actual loss to the Colony is not so great as is imagined and that a year's net revenue would more than cover it. In other words, we have only lost a year's labour—a serious loss no doubt, but not an irretrievable disaster. What ails Hongkong at the present moment is not so much a want of money as a want of confidence, and a feeling of distrust. It certainly is not an opportune moment to float a new company, but we do not think it is impossible, were there a prospect of success, to obtain some money to retrieve old ventures. If a scheme could be devised for the amalgamation of all the Borneo companies in Hongkong, and if by the united company two trustworthy men were sent to examine and report on all the properties, and if work were concentrated on the most promising or most advanced, under thoroughly competent management, we have little doubt capital would be forthcoming, even in Hongkong, for immediate needs. As results improved progress might be made from concession to concession, advancing gradually, until all was overtaken—a method of progression which is admirably adapted to tobacco lands, which require periodical rest. The substitution of concentrated action for the present disjointed action would, we believe, also remove a good deal of the trouble that has been experienced in procuring and keeping coolies. Under proper management and with sufficient capital and proper material, the difficulties of planting in a virgin country would be greatly reduced, and the coolies would be exposed to far less hardships and risks.

The Mayor of Belfast presided over an influential meeting, held in that city, on Oct. 17, to consider a proposal for the construction of a tunnel between Ireland and Scotland. Mr. Barton explained the scheme, which provided for a tunnel thirty-three miles long between the Antrim coast and Wigtownshire, at an estimated cost of eight millions sterling. Resolutions in favour of the construction of a tunnel were adopted, and a Committee was appointed to consider the subject.

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)
ABYSSINIA, THURSDAY, 4th Dec.
PACIFIC, THURSDAY, 25th Dec.
BATAVIA, SUNDAY, 25th Jan.THE Steamship ABYSSINIA, Captain
WILLIAMSON, sailing at Noon, on
THURSDAY, the 4th December, will
proceed to VANCOUVER, via INLAND
SEA, KOBÉ and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong First Class.
To Vancouver and Victoria, \$210.00
To Port Townsend, Seattle, Tacoma, \$210.00
To Portland, Oregon, \$210.00
To Winnipeg, Minneapolis, St. Paul, \$260.00
To Chicago, Kansas City, Milwaukee, \$275.00
To St. Louis, Detroit, Cincinnati, \$280.00
To Hamilton, Kingston, London,
(Ont.), Ottawa, Toronto, Montreal,
New York, Albany, Buffalo, \$290.00
To Philadelphia, Baltimore, Washington,
Philadelphia and Washington.To Quebec, Boston, Portland (Maine), \$295.00
To Halifax, St. John's, \$305.00
To Liverpool, \$325.00
To London via Liverpool, \$330.00
To Paris and Bremen, \$345.00
To Havre and Hamburg, \$355.00Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services, to
European officials in general, to Chinese and
Japanese, and to Government officials.Return Tickets.—First and second class
only.—Prepaid return tickets to Pacific
Coast Ports, and to Eastern and Interior
Ports of Canada and U.S.A. will be grant-
ed, available for—6 months at 25 per cent. off Return Fare
3 months at 50 per cent. off Return Fare
(Times are reduced from the date of landing
to date of re-embarkation at Vancouver)Passengers to Pacific Coast Ports and to
Interior and Eastern Ports of Canada and
U.S.A. not holding prepaid return tickets
but who re-embark within 12 months from
date of leaving Vancouver will be allow-
ed 10 per cent. off the return fare.Prepaid return tickets to European
Ports will be issued available for 12
months at double fare (Mexican Dollars).Cargo.—Through Bills of Lading issued
to Japan, Pacific Coast Ports, and to
Canadian and United States Ports, for
Covers, Trunks, and Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of D. E. BROWN, Agent,
General Freight and Passenger Agency,
Canadian Pacific Railway Company, Van-
couver, B.C.Passengers must be sent to our office with
address marked in full by 5 p.m. on the
day previous to sailing.For further information as to Passage
and Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, November 21, 1890. 1991

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.ALSO
LONDON, HAVRE AND BORDEAUX.ON THURSDAY, the 4th December,
1890, at Noon, the Company's
S.S. OXUS, Commandant DELACROIX,
with MAILS, PASSENGERS, SPELDS,
and CARGO, will leave this Port for the
above places.Cargo and Goods will be registered for
London at 10 a.m. for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.Shipping Orders will be granted till
Noon.Cargo will be received on board until 4
p.m., and Goods and Parcels until 3 p.m. on
the 3rd December, 1890. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)Contents and value of Packages are re-
quired.For further particulars, apply to the
Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, November 20, 1890. 1993

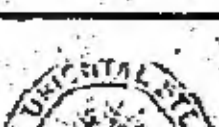
NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER, HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTI PORTS.ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.ON SUNDAY, the 21st day of Decem-
ber, 1890, at 11 a.m., the Company's
S.S. SACHSEN, Captain K. v. GROSSE,
with MAILS, PASSENGERS, SPELDS,
and CARGO, will leave this port as above,
calling at Genua.Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., and Goods and Parcels until 3
p.m. on the 20th December. (Parcels
are not to be sent on board; they must be
left at the Agency's Office.) Contents and
value of Packages are required.The Steamer has splendid Accommodation
and carries a Doctor and Stewards.For further particulars, apply to
MEICHERS & Co.,
Agents.

Hongkong, November 24, 1890. 2000

Mails.



U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA AND SAN
FRANCISCO.THE U. S. Mail Steamship CITY
OF PEKING will be despatched for
SAN FRANCISCO, via YOKOHAMA, on
SATURDAY, the 6th December, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.Through Passage Tickets granted to Eng-
land, France, and Germany by all
trans-Atlantic lines of Steamers.First-class Fare granted as follows:—
To San Francisco, \$225.00
To San Francisco and return, \$399.75
To Liverpool, \$350.00
To London, \$330.00To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.Passengers by this line have the option
of proceeding Overland by the Southern
Pacific and connecting lines to Central Pa-
cific, Northern Pacific or Canadian Pacific
Railways.Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
tickets will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.Consular invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 59, Queen's Road Central.O. D. HARMAN,
Agent.

Hongkong, November 13, 1890. 1951

SAILOR'S HOME.

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Hongkong, July 25, 1887.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.